

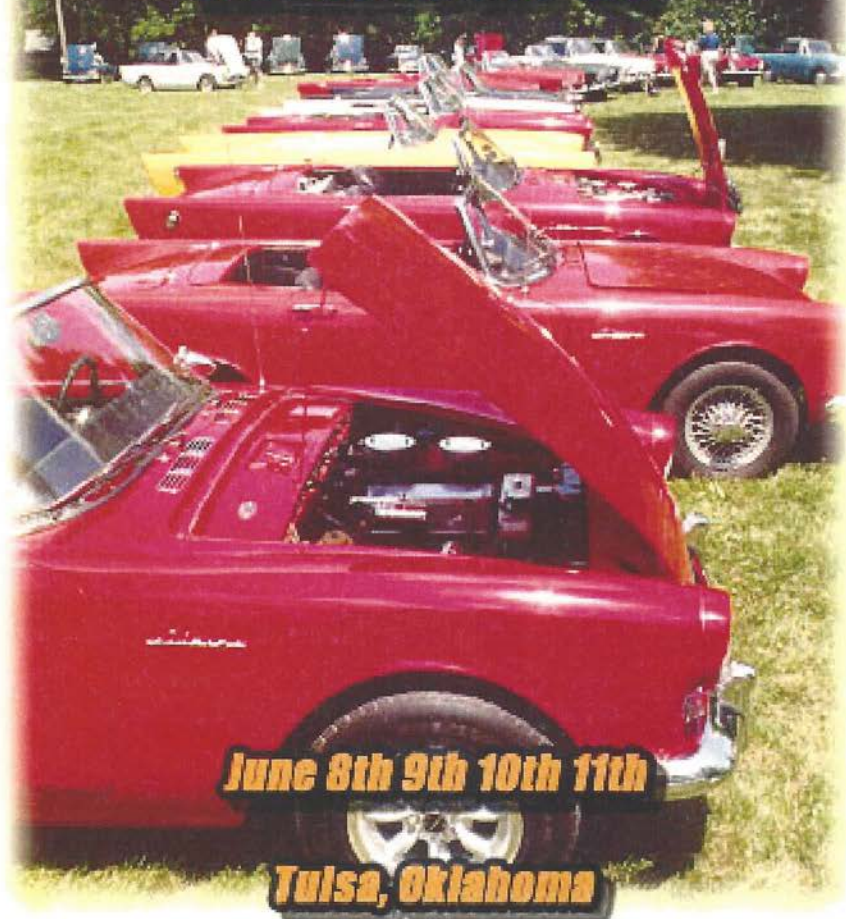


THE *Alpine* MARQUE



ISSUE 17
SUMMER 2006

INVASION VI



June 8th 9th 10th 11th

Tulsa, Oklahoma

Please reserve your rooms early!

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TULSA, OK 74116**

**This years host is Donna Granwehr
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dgranwehr@peoplepc.com**

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Cover: Bill Atalla's beautiful '61 Harrington Alpine. Wow... what a car!

Inside Back: Jim Ellis gets some attention with his Series V project.

Disclaimer

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OFFICER REPORTS

SAOCA Editor - Ian Spencer



Spring is here and we are all ready to start driving our Alpines again. As we round into the new season my thoughts are drawn to the club and this news letter. This is my busy time of year and I will be spending the month of April working late nights in the office and on the road travelling to California. It's now April 9th and I'm finishing the last touches on this publication before I leave to go out West. I hope it finds you all safely while I'm away.

I once again want to thank everyone responsible for providing me with material.

Without your help we could not have this magazine and I would be lost for ideas. In a recent discussion with Jim Ellis he came up with the idea of doing an Alpine road test. I suggested that he do this road test as a regular column for the magazine. We even thought it would be fun to do a road test comparison like: Alpine vs. Tiger, Alpine vs. V6 Alpine, S1 Alpine vs. S5 Alpine, Alpine vs. Honda Civic... and stuff like that. If you have an idea for a regular column, please feel free to contact me. I would love to hear your ideas.

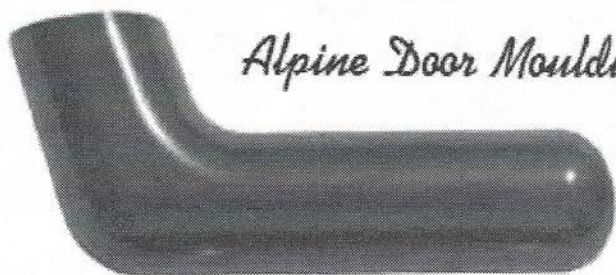
Invasion will soon be upon us. Please make your reservations and plans early to attend. This years host is Donna Granwer, (918)396-2329 dgranwehr@peoplepc.com, please feel free to contact her if you have questions. She is working very hard to plan a fun and relaxing event for us all to enjoy. I'll see you all there!

Don't forget. Every year membership renewal takes place between October through December. Membership renewal is \$30.00 USD per year paid to SAOCA via Membership Chairman Rich Vose 1044 Thornbury Pl. Highlands Ranch, CO 80129. This is a new address for Rich, so please make note of this.

Keep 'em on the road!

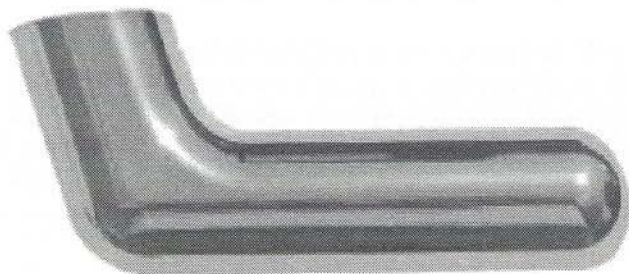
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Collector Loves Special Vintage

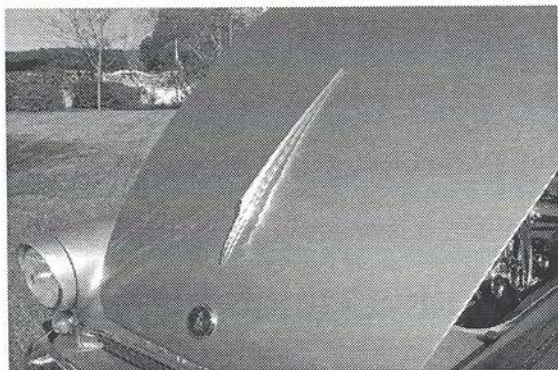
by
Bill Atalla



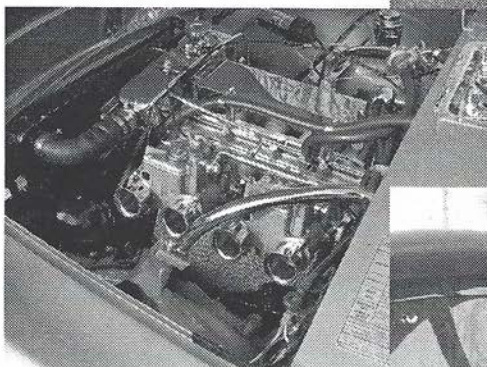
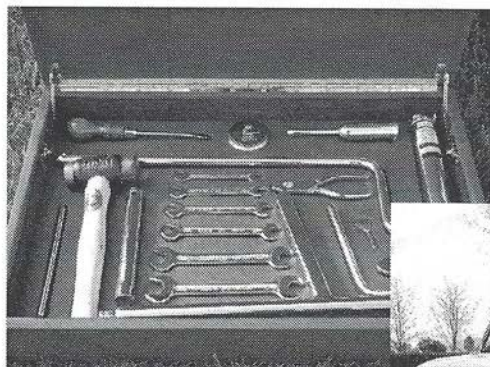
I have been a car collector for most of my life. I've had 85 cars: you name it and especially if it was British, it was in my garage at some point. I started with a Triumph GT6, then a TR6, an MGB, an MG TD and even a three wheeled 1933 BSA., now in the National Automobile Museum, Reno Nevada (The Harrah Collection). I finally settled on the Sunbeam marque.

After a convoluted search, I ended up finding a decent Tiger in the back of a neighbors garage. With a bit of coaxing, he parted with it. I decided to do a total restoration because the original engine was on it's last leg, the paint was faded and everything was (just) holding on.

To my good fortune it turned out to be on of the rare 15 GT Tigers, so it was worth the years and effort to bring it back to it's glory. I knew then that Tigers and their separated at birth twins Alpines, would be my all-consuming interest. Since then, I have collected notable Alpines, restored them, showed them and now drive them daily. I still drive the Tiger but leave it for the weekends to tour the Napa Valley, my home, with the rest of the wine tourists.



Several years ago I saw a picture of the lesser-known Harrington Alpine, and knew that this was the needle in the haystack. Surprisingly enough, within days, there appeared a small, one line advertisement on the internet with a Harrington for sale. I e-mailed the person every day for a month and then received a reply - "sorry, I have been out of the country and came back to find hundreds of messages, yours being the first, so let's talk". That we did, as he described the Harrington owned by his aging dad, who acquired it from an individual to repay a debt 18 years earlier. He had intended to restore it but, like many cases, it sat in disrepair under a car port outside London. Within two months it sat in my garage, very tired from the boat trip and years of abandonment.



Most everyone felt I had met a challenge even beyond my vision.

I decided this was a case for the pros and enlisted Adam's Custom Engines, the famous restoration shop of the Harrah museum. We embarked on a professional three-year program - I found the rare parts and they rebuilt the car. Today it makes concours rounds, mostly by trailer, but by fall it will be on the roads, a driver once again.

This car represents the thinking of the luminaries of the time - Lord Rootes with the original Alpine, Thomas Harrington of the famed coach-builder and George Hartwell of race engine fame, who together made this car with a vision toward producing a true GT car with style and performance. This is one of three Harrington Alpines in the United States, 18 on record worldwide. Only 110 were produced - and the most famous, the 1961 Le Mans Thermal Efficiency Index winner owned by Clive Harrington, went to the auction block last summer in England. - END

(Reprinted from Classic Sports Car, January 2006 with permission from Bill Atalla)



Competition Tuning Sunbeam Alpine

by
Pete Biro

Bud Rose has turned a pleasant sports-touring two-seater into a ferocious racing machine that will take on all comers in Class F Production.

Here's how.

With the ultimate goal of attracting business by successful competition on the race track, parties at all levels in the automotive industry are currently backing many private entrants with both financial and technical assistance. Since we can't tell you how to get in the financial end of the scene (if we knew how, we'd keep it a secret anyway!) we'll try to pass on some of the technical material that one manufacturer, Rootes by name, has spent much time and money to develop for competition minded owners of their new Series II Sunbeam Alpine sports cars.

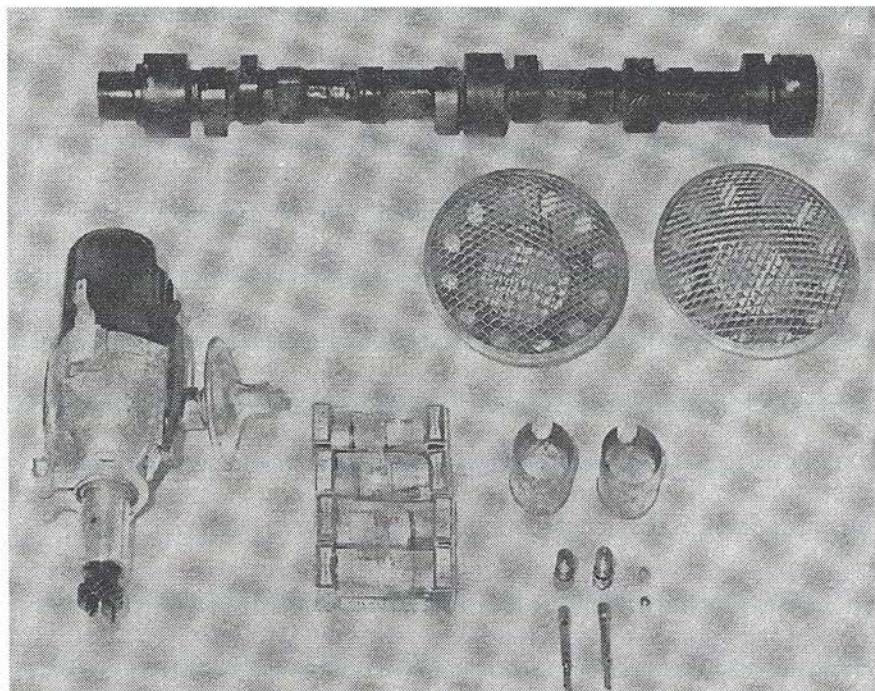
Initially the new Series II 1600cc Alpine, as it comes from the showroom floor, is a little more than a rapid, easy-to-drive street machine, complete with all-weather top, fins and roll up windows. As reported earlier (SCG August 1961) "it's not likely that even the improved sizzle of the Series II version will lure one into the local crash-hattery"... We take that back! With RPO's you'll not only need a crash hat, but a trophy shelf as well.

After seeing Jack Brabham and Stirling Moss drive an RPO prepared Series II against the hottest of hot Southern California prodified machinery in the three-hour enduro preceding the Riverside Grand Prix for Sports Cars to a solid third overall and first in Class F, we began to wonder just what made this "English Thunderbird" go. Granted that the Misters Moss and Brabham had a little to do with it, but other Alpines in the bash were going equally as well and, except for bad luck, would have been well placed, too.



We were fortunate indeed to have the very same machine Moss and Brabham drove at Riverside for examination and testing, as the car was privately owned by Bud Rose, an Alpine dealer in Walnut Creek, California. Bud loaned the machine, one that he had been campaigning in the local SCCA events, to Rootes specifically for the enduro. Bud started racing the "Rosebud" in answer to Ed Zymalski, of Rootes Chicago, who wanted to know who might be interested in racing an Alpine. Zymalski sent Bud a new 1600 short block and, grabbing the first Alpine off the showroom floor he could get his hands on, Bud shipped it, along with the new block, to racing mechanic Sherman Allen in Southern California for preparation.

Allen preceded per Rootes' recommended instructions, fitting the Stage I and Stage II engine kits, the oil cooler kit, the brake lining kit and the suspension kit. Little else other than normal preparation for racing was done. The large glass windshield was replaced with a low profile, full width plexiglass windscreen, the glass in the doors was removed for safety and a sturdy roll bar was fitted.



The factory-recommended engine tuning seems at first minor, but with very little work or expense (the Alpine is one of the least expensive cars to prep for racing) and properly following factory specifications, the stock 80 hp at 5000 rpm can be boosted to 94.1 hp at 6000 rpm - a gain of 11.1 hp. Bob Hagen, currently maintaining the Rosebud, feels that the experienced tuner should have no trouble extracting closer to 100 hp, and is now getting 83 hp *at the rear wheels!* In Southern California, Lew Spencer, currently working with the Alpine engine, has confirmed this with engine dyno readings of better than 100 hp.

A quick comparison of performance before and after preparation shows how much gain can be expected.

<u><i>Standard Alpine</i></u>	<u><i>Rosebud Prepared Alpine w/ Factory Kits</i></u>
<i>0 - 30..... 5.0 sec</i>	<i>3.5 sec</i>
<i>0 - 40..... 6.8</i>	<i>5.0</i>
<i>0 - 50..... 9.6</i>	<i>6.9</i>
<i>0 - 60..... 12.5</i>	<i>11.5</i>
<i>0 - 70..... 17.0</i>	<i>14.8</i>
<i>0 - 80..... 24.2</i>	<i>17.7</i>
<i>1/4 mile..... 17.2</i>	<i>16.45</i>
<i>3.89:1 ratio</i>	<i>4.5:1 ratio</i>

The Stage I kit has the greatest effect in improving performance. It includes: A new camshaft, new distributor, replacement parts for the two Zenith WIP carburetors, air cleaners and Champion N3 spark plugs. The Stage I camshaft has altered timing from the original unit, improving engine power over the medium and high speed range with only minimal sacrifices at the lower end. Standard cam: Intake opens 14 degrees BTDC, closes 52 degrees ABDC. Exhaust opens 56 degrees BBDC, closes 10 degrees ATDC. Stage I: Intake opens 25 degrees BTDC, closes 59 degrees ABDC. Exhaust opens 63 degrees BBDC, closes 21 degrees ATDC.

Valve rocker clearances with the Stage I cam should be 0.012 intake and 0.014 exhaust, set with the engine VERY HOT.

A newly announced optional camshaft from Iskenderian has slightly altered timing with .400-inch lift with 40 degrees overlap and 259 degrees duration.

With SCCA's Areas 9 and 10 allowing stock components to be altered, Potvin Engineering has been experimenting with a new grind called the X-59 Potvin Volumetric, and even higher power output is claimed.

In fitting stage I components to the car, removal of the engine is not necessary. If both Stage I and Stage II kits are to be used, it is recommended the engine to be removed.

To complement the altered valve timing when using the Stage I cam, a new distributor with a modified advance curve is supplied. The following figures should be used to set distributor while decelerating or reducing vacuum.

Distributor RPM

Distributor advance

<i>Run up to 2,250 rpm.....</i>	<i>13 degree - 15 degree</i>
<i>Decelerate to 1,900.....</i>	<i>12 degree - 14 degree</i>
<i>Decelerate to 800.....</i>	<i>9 degree - 11 degree</i>
<i>Decelerate to 500.....</i>	<i>5 1/2 degree - 9 degree</i>
<i>Decelerate to 400.....</i>	<i>0 degree - 3 1/2 degree</i>

Inches of Mercury

<i>Adjust to 8.25".....</i>	<i>4 degree - 6 degree</i>
<i>Reduce to 7.0".....</i>	<i>3 degree - 5 degree</i>
<i>Reduce to 5.0".....</i>	<i>1/2 degree - 3 degree</i>

Static ignition settings should be 10 degrees BTDC. Ten degrees BTDC is equal to the distance of 13 mm between the line on the crank shaft damper rim and the pointer on the timing case. Champion N3 plug gap setting is 0.025 inch.

Included in the Stage I kit are the following carburetor parts: 30mm choke tubes, #150 metering jets, main choke discharge tubes (3.5 mm OE), blanking plugs, high speed bleed (70), diaphragm gaskets and return spring for the rear carburetor choke lever.

To bring the carburetors up to Stage I remove the carburetor throttle bodies and the screws locating the choke tubes as supplied in the kit. Before replacing throttle bodies scrape away any varnish deposit in the throttle body bores. Screw back throttle stop screws making certain throttles

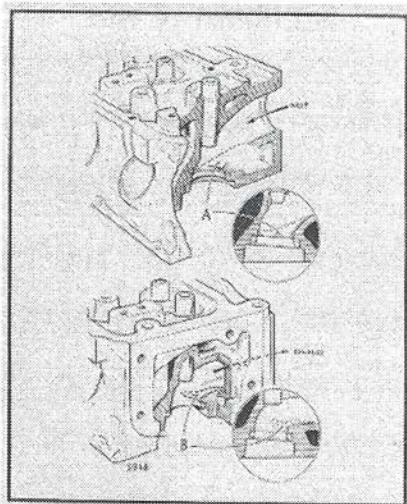
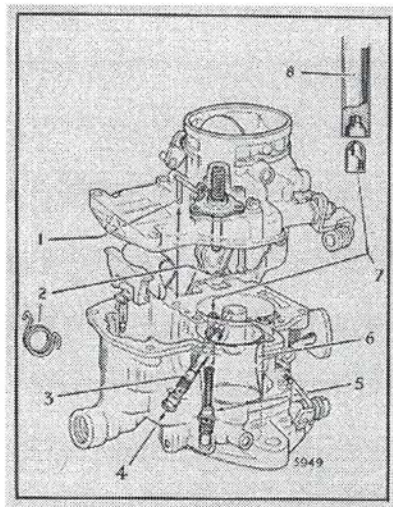
are properly centralized in bores. Fit new heat resisting joints between carburetor bodies and throttle bodies. Care must be taken to prevent jointing from entering carburetor passageways.

Remove items (3) (4) (5) - see drawing - if fitted, and (7). The high speed bleeds (7) must be pulled out with pliers, destroying them. Replace all these items with parts supplied in kit. If main discharge jets (3) cannot be pushed out after removing the metering jets (4) a taper thread tap can be screwed into the lower end to allow the jet to be pulled out. When fitting the high speed bleed (7) a recessed punch (8) must be used. The blanking plate and joint or diaphragm must seal off the passage-way (1) which is at inlet manifold vacuum. This is 18 - 20 inches of mercury on idling and even more under closed throttle conditions.

Fit choke control lever spring (20 on rear carburetor. Make certain the throttle on front carburetor opens to a gap of 0.025 inch when lever is placed fully over.

Adjust both carburetor slow run speed screws so that each throttle is open 0.003-inch at maximum diameter at right angle to throttle spindle axis.

Replace both carburetors without altering slow run settings. When tightening the clamp bolt, adjacent to the flexible disc coupling, ensure that the two throttle stop screws are hard against their stops and the throttles are free to move. Incorrect coupling of the carburetors can cause binding and wear of the throttle spindle.



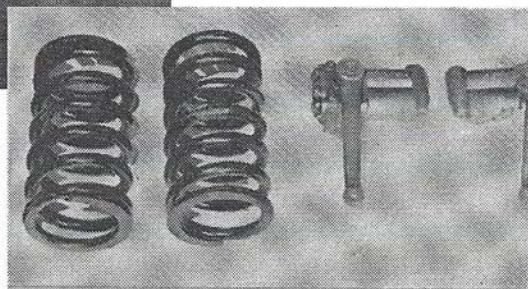
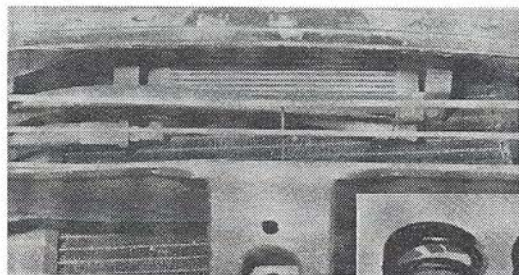
The stock Series II 1600 head has a compression ratio of 9.1:1 and the Stage I kit suggests no change. However, newly added to the list of factory options is a new high compression head and new flat top pistons. The flat top pistons, used with the standard head, raises the compression ratio to 10.1:1 and using the flat topped pistons with the new head jumps the compression ratio to 12.1:1. The highest ratio is recommended with the Isky cam for maximum power.

Recommended head work includes filling or grinding and surplus metal found in places (A) and (B), as illustrated. Ken Miles has been experimenting with various flow patterns and port designs for use with SCCA Areas 9 and 10, which allow reworking of stock components.

Blanking off of water feed to inlet manifold is recommended by fitting plugs provided, in place of water pump and cylinder head union connections. Also remove water connection pipes from inlet manifold.

Due to the strain of high engine speeds in competition it is best to fit the optional oil cooler kit, which cools the oil reaching the bearings from the relief valve. The oil cooler reduces temperature of the oil about 35 degrees. Shell X-100 40 weight is recommended. At 50 mph hot oil pressure should be 40 - 50 psi.

A lightened flywheel, giving improved acceleration, is supplied with a special heavy-duty, nine spring racing clutch, as the Stage II kit. After bolting the replacement clutch pressure plate assembly to the flywheel, the crankshaft flywheel and clutch pressure plate should be checked for dynamic balance as a complete assembly.

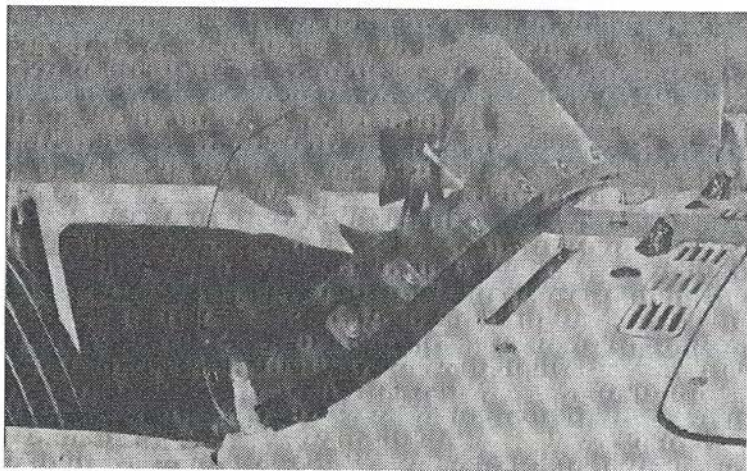


After you've gone the full route in the horse power department, Rootes has several items which greatly assist in getting power to the ground. In stock form the suspension has a tendency to lift the inside rear wheel, bleeding away precious power. Fitting the 7/8-inch optional sway bar takes care of this nicely., though adding understeer to the already understeering suspension. Steve Froines, who's been successfully campaigning the Rosebud in SCCA Regional races (4 Firsts, 3 Thirds and 1 Fourth) feels it's better to learn to drive with understeer, tossing the rear-end out, than lose all the power spinning wheels. Tire pressure with T-4 grade Goodyear 600-650x13's have been right around 45 pounds front and 40 pounds rear.

Stiffer shocks and heavy duty front coil springs round out the items in the suspension kit. Recent additions to the options list include a new 15/16-inch sway bar (although Brabham thought the 7/8 bar was too big!) and Koni adjustable shocks. When the suspension kit is installed care should be taken in checking the camber angle and front wheel toe-in. Section F in the workshop manual describes in detail the correct procedures.

Optional Ferodo brake shoes and disc pads should be fitted. These are practically fade proof and ensure straight even stopping under most trying conditions.

When cornering at racing speeds the centrifugal force is great enough to force rear axle lubricant into the rear axle banjo tube, dangerously reducing the amount of oil lubrication the ring and pinion. The rear axle should be removed and two baffles welded inside the banjo housing, as shown the accompanying drawing.



Alternative final drive ratios available are: 3.89:1 (standard), 4.22:1, 4.55:1 (Rosebud), and 4.70:1.

New close ratio gears have been announced, which would greatly reduce lap times, as the standard gears (presently fitted to Rosebud) are poorly spaced with as much as a 1500 rpm drop between 3rd and 4th.

Standard gears: 1st: 3.346:1, 2nd: 2.141:1, 3rd: 1.392:1, 4th: 1.01:1.

Close ratio gears: 1st: 2.97:1, 2nd: 1.90:1, 3rd: 1.24:1, 4th: 1.0:1.

Froines highly recommends a reverse lockout, particularly after hasty shifts from 3rd to 2nd resulted in grabbing a handful of reverse.

The snap ring on the output shaft on the earlier models is not adequate with the competition clutch. Under load it snaps off, sometimes breaking, leaving you without 2nd gear, and necessitating having to hold the lever in third and fourth. Hagan replaced the snap ring with the latest type "nut" from the Series II box, and has had no difficulty since.

Well, there it is - the "prodified" Sunbeam. New goodies are being brought out faster than we can keep track of, like new aluminum door and hood panels, lightweight seats, anything the factory can do to make it easier for you to go faster, safely in your Sunbeam. Weber carburetors were submitted for approval, but the SCCA wanted to put the Alpine in class D so equipped. The factory, not wanting to be handicapped to that extent withdrew its request for approval of Webers. - END



VINTAGE ~ MODERN DAY

Your only source for Sunbeam Alpine racing history and current day coverage.



Steve Silverstein's

www.racingalpines.org



Sunbeam Invasion 2006
On Route 66
June 8th 9th 10th 11th
Tulsa, Oklahoma



Oklahoma Hospitality – “Get your kicks on Route 66” driving a Rootes vehicle!
On Thursday evening we will cruise to Peoria. This will be the first outing, if you like Fords this will be a treat for you. Friday will get you on the old mother road for quite a few miles with lots of photo opportunities along the way. A look at the oil wells, hills, lakes, back woods and the Native American Indian culture and heritage. Friday’s tour of the Cord Plant in Broken Arrow will make us all appreciate the desire to keep vehicles on the road, even American cars. Saturday’s car exhibition at Back Yard Burger on Sam’s parking lot will get us out to show off our special cars, and to see all the rest of the older imports in Tulsa. Great music from the DJ, good hamburgers and friendly people and cars to see we should have FUN. Banquet that evening at the hotel with more door prizes. Always a chance to sit and visit in the parts room at the hotel and have a few drinks from the bar.

ACCOMODATIONS:

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Inform them your reservation is for the Sunbeam Invasion. Room discount price is \$59.00 per room. See website for more information on hotel:

<http://www.ichotelsgroup.com/h/d/hi/1/en/hd/tulea>

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Number of Parking Spaces: 400, Complimentary Parking

Over 400 well lit surface parking spaces conveniently located and provided FREE to our guests. We also offer secure park-n-fly for our guests and complimentary airport shuttles. We also have truck, RV and tour bus parking available.

Schedule: Tentative, subject to change

Thursday, June 8th 06, Early bird arrivals, parts room setup, Cruise to Peoria – 5:30pm, Several restaurants on Peoria for dinner (cost for dinner not included in registration)

Friday, June 9th 06, 9:00am fun rally starts, 1:30pm leave for 2pm tour of cord plant, meet at Goldies 6:00pm (21st & Garnett) restaurant for dinner (cost for dinner not included in registration)

Saturday, June 10th, 10am –2pm car exhibition at Back Yard Burger, discounts for lunch at Back Yard (cost not included in registration) door prizes to win!
6:30pm Banquet at hotel, door prizes and surprises, (covered in registration)

Sunday, June 11th Last Chance to buy those parts before the parts room cleans out and last chance to see the Sunbeams as they hit Route 66 on the way home.



PEOPLE WHO KNOW PREFER **SUNBEAM**



Sunbeam Invasion 2006

On Route 66

June 8th 9th 10th 11th

Tulsa, Oklahoma

REGISTRATION FORM



Please send the following information with your check or money order:

Registration (Postmarked before May 15 th 2006)	Cost	Total
Adult Name:	\$30.00ea*	
Adult Name:	\$30.00ea*	
Under 18 Name (s)	\$10.00ea*	
Mailing Address or Street:		
City, State, Zip:		
E-Mail address:		
Expected Date of Arrival (Circle One) Thursday Friday Saturday		
Do You Plan to drive the fun road rally on Friday?		Yes or No *
Number of cars to participate: _____ Each car needs navigator		(circle one)
Make Checks or Money Order Payable to: "SAOCA Invasion 6" Send to: Donna and Jim Granwehr P.O. Box 869 Skiatook, OK 74070 dgranwehr@peoplepc.com Phone: 918-396-2329 Conformation of registration will be by e-mail if available.		Total Enclosed: \$ _____ (US Funds)

**Cost Includes Saturday Night Banquet, Door Prizes and DJ at Car Exhibition on Saturday and Door Prizes at Banquet. Cost also includes packet for fun rally. Limited seating for banquet, pre-registration required before May 15th*

Limited Slip Model GS17

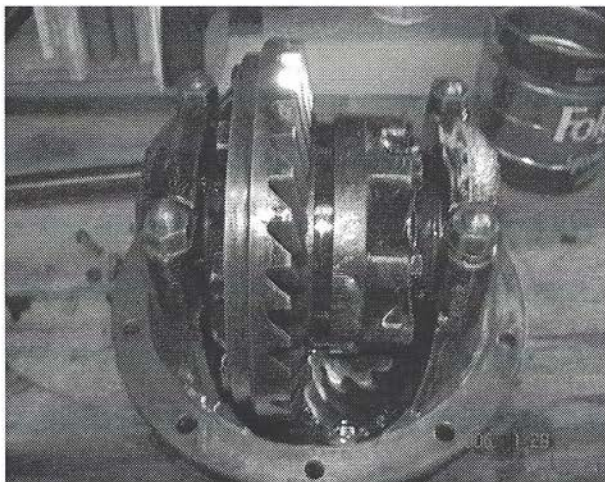
by

Ian Spencer

There has been much discussion recently about limited slip differentials for the Sunbeam Alpine. As we have read in Pete Brio's article (taken from the April 1962 issue of Sports Car Graphics) it seems that Rootes offered just about everything but a LSD. It was very interesting to learn that Rootes went as far as submitting Weber carbs for approval, but since they were not offered as an option by the factory they were not allowed without penalizing the car to the next racing class. I'm assuming that any racer running a LSD in their Alpine would also be penalized. We know today that there were several racers running custom LSDs, while the factory works cars weren't.

I have recently begun the restoration of the Bob Kimes Series II racing Alpine. This car was seriously prepped for the track and had just about anything Rootes had to offer thrown at the car. Both Stage I and Stage II kits were installed on this car, as well as the 15/16 inch sway bar, full suspension kit including traction bars, and of all things a 3.89:1 LSD.

Now, I wasn't sure what to make of this at first. I had been told that the LSD was not available for the Alpine and that they were custom made by taking a Dana unit and cutting it down. With that being said, I was expecting to find a Dana unit when it came time to break down the rear end that was under the Kimes Alpine. I was very surprised to find something else. I immediately called Steve Silverstein and began



The LSD found in the Kimes car is a nice compact unit that directly bolts into the stock Alpine carrier housing. It is believe that this unit is a prototype for what was to be the factory LSD.

describing to him what I had found. We came to the conclusion that this LSD was unique and not a modified Dana unit. That's when I remembered the receipts I had from the work Bob Kimes had put into the car. These receipts showed that the LSD came from a company called Baugh's Axle Service in Utica, Michigan. The receipt shows the LSD was sold to Performance Imports for \$136.68 on March 20th, 1965. How much more is there to this story? I decided to put my detective hat on and see what I could find out. The obvious first call was to Gary Weber, owner of Performance Imports. Gary is an old friend of my father and was very well

BAUGH'S AXLE SERVICE
BILL BAUGH
 50155 Gravel Ridge Rd., Utica, Mich. 48087
 PHONE 731-2837

No. **5279** Dept. _____ Date **March 20 1965**
 Name **Performance Imports**
 Address **122-124 West Main St. Jupp City, Ohio**

SOLD BY		CASH	C. O. D.	CHARGE	ON ACCT.	MOSE. REID.	PAID OUT
QUAN.	DESCRIPTION					PRICE	AMOUNT
1	Alpine L.S.						134.50
2							
3	Postage						2.18
4							
5	total						136.68
6							
7							
8							
9							
10							
11							
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14							
15							
16							
17							
18							

Paid 3/20/65

Customer's Order No. _____ Rec'd By **Bonnie**

KEEP THIS SLIP FOR REFERENCE

Rediform 5H 33

known in the racing community. Gary had been very involved with team Lotus and was personal friends of Jimmy Clark. Gary was also friends with John Panks, Executive Director of Sales for Rootes North America. It wasn't long before I had Gary on the phone. Gary was now living in California and was very happy to hear from me. He explained that the LSD unit I had was the "prototype". He continued to explain that Bob Kimes was very competitive and that an LSD would give him a huge advantage over the Sports Car Forum and other competitors. Bob wanted a LSD badly and asked Gary how to get one. Gary continued to tell me how he had met Bill Baugh at a race and used his connection with John Panks to have the LSD funded. Evidently, Panks was eager to add the LSD to the Rootes line up of factory options and jumped on the opportunity to have them made. Gary told me that Panks had even had a Rootes part number

Phone 731-2637
Area Code 313
Mr. Bill Baugh

Limited Slip Differentials
Ratios Changed
Foreign & Domestic Cars

Baugh's

50155 Gravel Ridge Road

Axle Service

Utica, Michigan
January 13, 1965

Performance Imports, Inc.
122-124 West Main Street
Tipp City, Ohio
Attention: Gary G. Weber

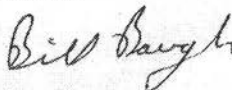
Dear Sir:

In regards to you letter of January 5, the limited-slip unit for the Sunbeam Alpine is in stock. It is a No Spin unit, and installs the same as and in place of the production differential. This unit sells of 134.50, and I usually ship via bus, shipping collect, as it is not only fastest, but the least expensive to my customer. upon receipt of you^e check the unit is sent out immediately.

I am enclosing a brochure on the No Spin unit so you can see the operation of same for yourself. Also is enclosed a price list on the various unit that I do carry.

Thank you for your interest, and I hope to be of future service to you.

Sincerely,



Bill Baugh

created for this unit. Could this be true, or is Gary thinking of Baugh's part number (GS-17) found on the installation instructions? Hard to say...

So, what happened to LSD production and why is there no evidence of it today? We see from the letters I obtained from Gary that he had contacted Baugh's on January 5th, 1965 to see if the LSD was completed. Obviously, there was a lot of time between first contact with Baugh's and final delivery. Baugh's responded on January 13th stating that the LSD was now ready for delivery and "in stock". Bob Kimes's LSD was paid for and delivered on March 20th, 1965.

The history books tell us that John Panks, a supporter of Rootes in competition, was removed from his role as Executive Director of Sales for Rootes North America in January of 1965 due to a major restructuring of Rootes management. He was replaced by Brian Rootes and Malcom Freshney. I believe that John Panks vision of Rootes in competition was squelched by this change in management. One would think that the SCCA Class F winning Series IV Alpine driven by Don Sessler would only increase interest for Alpines in competition. Instead we see very little competition history for the Alpine after that time. By chance this falls in line with Pank's removal from Rootes North America in January, 1965.

Were these events the death nail for any hopes of a factory LSD? I would like to think so, but we only have the story from Gary Weber to prove anything. The only documents remaining today are: the receipt, one of many letters between Gary and Baugh's, and the installation instructions. Is that enough to prove this claim.... well, I doubt it. But, it sure is fun to imagine what really happened back in January 1965! What do you think? - END



The Baugh's LSD is a nice compact unit. Just how many were actually made and where are they now?

INSTALLATION INSTRUCTIONS

NO SPIN DIFFERENTIAL

SUNBEAM ALPINE

Model GS17

NOTE: This unit has 25 tooth spline in side gears. If you have an earlier model with 17 tooth splines, it will be necessary to replace the axle shafts.

INSTRUCTIONS

- A) Follow the directions in the Alpine Shop Manual for replacement of the production differential.
- B) Use the bolts provided and Loctite per instructions on the card to mount the crown wheel to the limited slip case. DO NOT use any lock washers or lock plates. Torque to 60-70 ft. lbs.

For additional information and/or repair parts contact

HAUGH'S AXLE SERVICE

50155 Cravel Ridge

Utica, Michigan

Phone 751-2837

Area code 313

The installation instruction clearly state that this unit was made just for the Sunbeam Alpine and is a direct bolt in unit. Note the part number GS17, or os it G517. Hummm...

Scope Creep

- by Jim Ellis

You may have heard the term 'scope of work'. It is used in the business world used to describe what a job requires for completion - no more, no less. For my line of work it is a fairy tale we give to a contractor so they can bid on a job: pull 400 feet of cable and install 275 TVs to be completed in 4 days as per survey. In most cases something else pops up that involves additional time and money. The dreaded 'scope creep' steals upon you with tiny feet.

Working on Alpines is scope creep painted in broad strokes and vivid colors. I thought it was just me this happened to, but on reflection it is much more wide spread. For instance a fellow Alpine owner called me the other day to talk about rebuilding his leaking Stromberg carbs. "Oh" I say, "Simple. Just order the kits and get a couple cans of spray carb cleaner. You can do this in a few hours- no problem." Then it begins. Just slightly, not a real big deal: "You should order a set of Gross jets when you get the kits. They work better." Tiny footsteps, hear'em? "Yeah this is easy. Well, unless the throttle shafts are worn..." Looking back it could still just be me. I am the one who suggested the Gross jets. Well a week or so goes by and I get another call. "Found a guy to rebuild the Strombergs but I want to put a header and stainless steel exhaust on while I have the car apart. What do you think about...?" Yeah, the footsteps are loud and clear now and I am off the hook. I never even mentioned a header in our talks. Scope creep has arrived. "Oh and" he says, " I'm taking the gas tanks out to clean and seal them, and while I have them out, I'll clean up the trunk."

“Working on Alpines is scope creep painted in broad strokes and vivid colors.” - Jim Ellis



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This is just how my SV went from a simple V6 conversion and new floor pans to being in a bunch of boxes and a bare shell having all the paint removed. No, it did not happen all at once. It just crept up on me. "Hmm", I think, "a stronger rear end would be nice, and the car is apart... And the gear ratio is not right, so when I swap gear sets I may as well put a locker in it. Rear disc brakes, new wiring harness - got to have that." And now visions of 16 inch Superlites are dancing in my head.

The V6 conversion is not my first time to wander into the dreaded creep. When the SV got the first engine build, the tiny feet pitter-pattered in the background. "Well I've got it apart. I may as well have a cam ground and port the head. It's not all that much more work." Still this is nothing, hardly any creep at all. Actually it was just a warm up for the next three or four engines. This brought the tiny footsteps up to a stampede that brought the car to where it is today... in boxes.

Still, I am a piker when it comes to scope creep. If you want to see it in its entire glory, look at the SV that just sold on ebay for \$23k. I have it on reasonably good authority that the job started out as a light buff and wax. So the next time you start a little repair, keep your wits about you because the next thing you know you will be labeling tiny bits and putting them in zip lock bags. Got to run - just got a great idea for a set of turbo headers... pitter-patter. - END

All about Us

Part II – Our Cars - by Jim Stone

Survey Background. In the last issue of the *Marque* we reviewed some of the results of the first SAOCA Member's survey. In case you missed that issue, this was an on-line survey conducted late last summer. Because it was on-line, it is not necessarily representative of the entire membership. We had 121 responses, which represents a very good sample of on-line members and about a quarter of all members. The first article profiled the membership: who we are, what we do for a living, and so on. We're a pretty diverse group, but we all have one thing in common. Now its time to turn our attention to that one thing, and learn a little about our cars.

One	56	63.6%
Two	18	20.5%
Three	6	6.8%
Four	3	3.4%
Five or more	5	5.7%

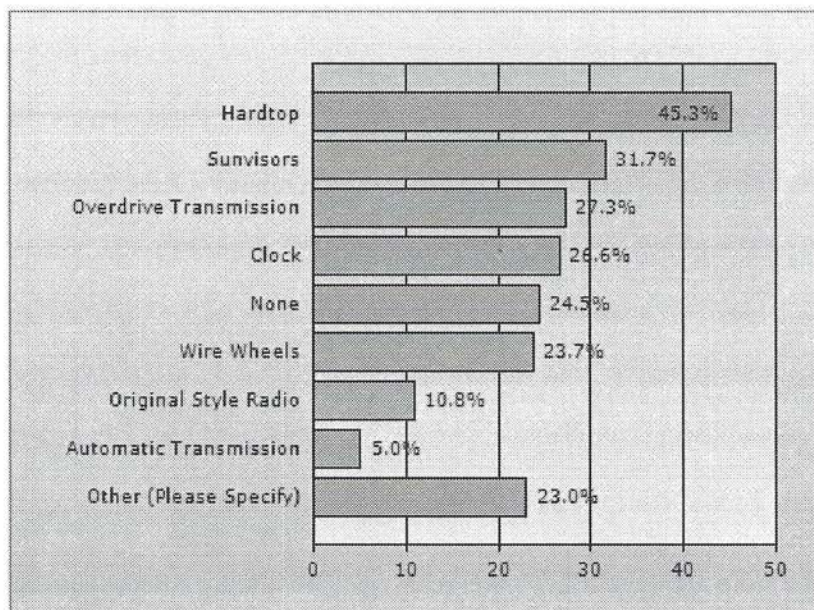
What do we drive?

Well, duh: we drive Alpines. We all know that. But did you know how many of us own more than one? We do now: 36%. A few lucky ones have more then two:

1950's Version	1	0.7%
I	7	5.0%
II	35	25.0%
3	11	7.9%
IV	23	16.4%
V	56	40.0%
Harrington	2	1.4%
Harrington Lemans	4	2.9%
GT/Fastback	1	0.7%
Total	140	100.0%

The 103 respondents who answered this question own a total of 140 Alpines. The percentages owned by our members are not far off the original build percentages, with the interesting exception of the Series V. While they accounted for only 28% of all Series cars built, they account for just over 40% of Series cars owned by members.

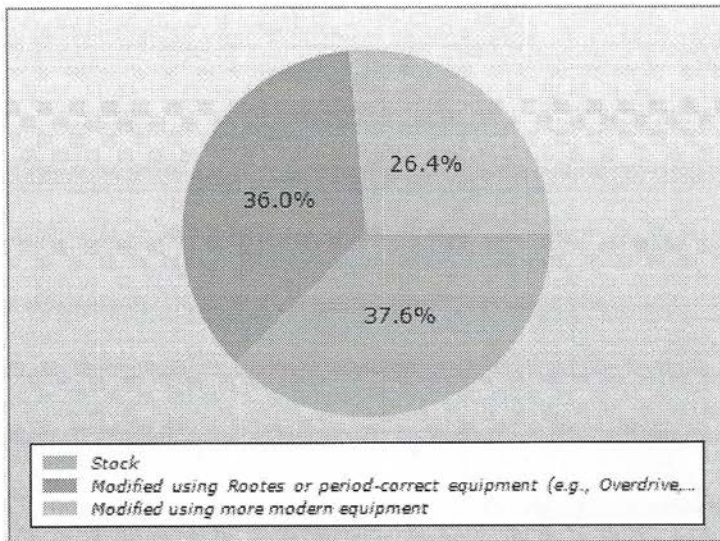
Hardtops turned out to be most common option, with slightly under half of all cars having them. A little less than a third had sunvisors, with most other options appearing on about a quarter. I was surprised to see that wire wheels were only on 24% of vehicles. It would have been interesting to know what the percentage was five years or so ago; I suspect it is declining, as more and more people seem to be switching over to bolt on hubs/wheels.



The "Other" responses to this question turned up an interesting mixed bag of things I'd forgotten to list (like tool kits, tonneaus, and back-up lights, although none of these were mentioned enough to have made the list of most frequent options), plus two Tiger (Alger?) owners who considered the V8 engines in their Alpines to be "period correct" modifications.

On the Dark Side. I suspect that Forum users are not at all representative on this one, but the stock/modified question produced some really interesting data. While about 38% of cars are classified by their owners as "stock", almost the same number (36%) have "period-correct" modifications like an overdrive transmission or later series engine.

What surprised me was the fact that more than a quarter of all cars have been modified using more modern equipment. Anyone who has struggled with Lucas electrical systems won't be surprised by the number one modification: an upgraded electrical system, installed in more than three-quarters of the modified cars. Different transmissions and engines came next. The table below shows the rest of the changes. Note: one car could have multiple modifications; for example, a V6 car will also have a non-original transmission.



While there are quite a few “other” changes, these were a fairly mixed bag of modifications, from interiors, to rear ends, to one “full race car with steel wheel arch flares, b&b engine (1600 + 0.030), aeroquip lines, racing brake pads and shoes, rear anti-sway bar, Konis, etc.”

Updated electrical system	26	78.8%
Non original transmission	22	66.7%
Ford V6	15	45.5%
Modified brakes	12	36.4%
Modified suspension	11	33.3%
Non-original interior	11	33.3%
Other non original engine (Please specify)	8	24.2%
Modified body/sheet metal	8	24.2%
Other (Please specify)	15	45.5%
Total	33	100.0%

Trailer Queens and 10-footers. Most of our cars are drivable, and the majority are pretty good, at least from 10 feet. Beauty is in the eye of the beholder, but more than a third are very good to “concours”.

Concours/Excellent	13	9.4%
Very good, even up close	37	26.6%
Good from 10 feet, needs work to pass close inspection	21	15.1%
Fair, but it's drivable as is	17	12.2%
Needs major cosmetic and/or mechanical repair	10	7.2%
Currently being restored	27	19.4%
Parts Car	14	10.1%
Total	139	100.0%

We only allowed people to describe up to 5 different cars, so we only have information on 14 parts cars. There are 27 cars currently being restored.

Keep 'em on the road? This may be the motto of the club, but our cars don't appear to spend a whole lot of time there. Only 6 cars (of the 85 that answered this question) are driven more than 5,000 miles a year. The largest group (30 cars) is only driven 500 miles or less.

Less than 500	30	35.3%
500-1,000	25	29.4%
1,001-5,000	24	28.2%
5,001-10,000	4	4.7%
More than 10,000	2	2.4%
Total	85	100.0%

No Surprise on Colors! Yep, Carnival Red was #1, and by a wide margin. Nothing else even came close. In all, there were 71 cars that were listed as still being a stock color.

I was surprised that Forest Green was only cited by 4 members, as it appears to be fairly common at events. Non stock colors tended to be pretty tame: 21 red, 13 green, 11 blue, 4 yellow, 3 silver, a few other colors, plus 8 cars in various shades of primer and paint. In all, we identified the colors on 138 cars and 48 of them, or 35%, were red.

1 Embassy Black	7	9.9%
11 Thistle Gray	1	1.4%
19 Moonstone With	4	5.6%
30 Seacrest Green	1	1.4%
39 Carnival Red	27	38.0%
40 Glen Green	0	0.0%
52 Lake Blue	2	2.8%
53 Wedgewood Blue	4	5.6%
58 Midnight Blue	3	4.2%
61 Quartz Blue	0	0.0%
67 Light Green	1	1.4%
68 Autumn Gold	1	1.4%
76 Balmoral Grey	0	0.0%
86 Forest Green	4	5.6%
92 Arctic White	4	5.6%
92 Gunmetal Grey	0	0.0%
100 Mediterranean Blue	5	7.0%
102 Oxford Blue	1	1.4%
106 Comodore Blue	1	1.4%
107 Holly Green	0	0.0%
108 Polar White	3	4.2%
109 Orchid Green	0	0.0%
122 Signal Red	1	1.4%
127 Turquoise Blue	1	1.4%
Don't Know	0	0.0%
Total	71	100.0%

Keeping the Alpine Company in the Garage. About 10 of us have other Rootes Group cars. We only identified two Tigers, two fastback Alpines, two Hillman Huskies, and two Sunbeam Imps. In addition, there was a Venezia, a MKIII DHC, a Humber Super Snipe, a Commer Caravan, a Hillman Minx Estate, a Super Minx parts car, and one Sunbeam bicycle.

Besides our Alpines and other Rootes Group cars, there are some pretty interesting vehicles in our garages. It is a difficult list to summarize, as it ranges from a 1936 Ford Club Coupe to a 1988 Custom Astro Van "chopped 9 inches". I only counted five MG's, three Jaguars and three Triumphs on the list, so we are pretty true to our British marque. I can send the complete list to anyone who is interested.

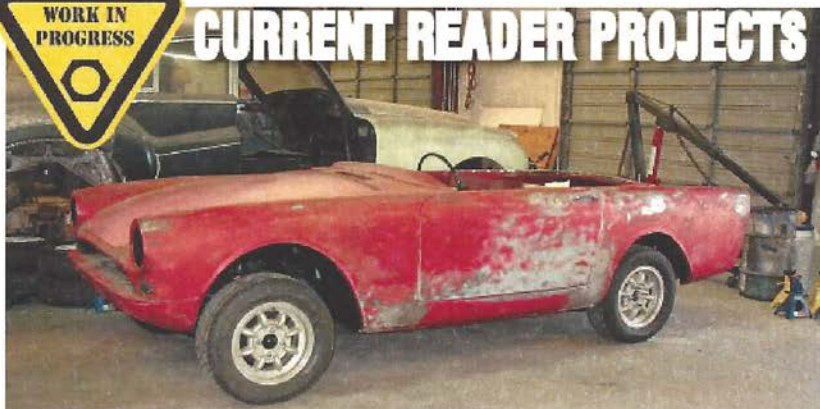
In the next issue of the Marque... Right now, I'm planning on focusing Part 3 on the Invasion: why we attend, why we don't and what people think we can do to improve them. Part IV will examine

satisfaction with the club, the website and the Marque, including recommendations people made for improving those. And finally, unless you are all sick of this by then, I'll try to wrap it all up in Part V, with a summary of what we've learned from the survey and what it means for the future of the club. In the meantime, please feel free to drop me a line (please send me a private message from the forum or use european230sl@yahoo.com) with questions, suggestions or comments. I'll do my best to incorporate your ideas into one of the upcoming articles.

CONTACT THE SAOCA



CURRENT READER PROJECTS



For the past two years, James Ellis of Columbia S.C., has been restoring his Series V Sunbeam Alpine. When the project is completed, the car will have a 2.8-liter Ford V6 engine and matching 5.0-liter Mustang T5 transmission thanks to a V6 Joe conversion kit. "The SV started out as a quick V6 conversion but has ended up being a total rebuild mostly due to rusty floors," Ellis says. "One thing led to another and, well..."

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To join the SAOCA: Please visit www.sunbeamalpine.org and complete the on-line application form. You may also contact Rich Vose to obtain more information regarding membership. **All material for this publication must be submitted to the Editor no later than the 15th on the months of March, June, September and December for quarterly publication.** Printed by: Merrick Printing, Louisville, KY 40204-1025.